



Maritime priorities enacted following NDAA veto override

The U.S. Senate voted to override President Donald Trump's veto of the FY 2021 National Defense Authorization Act (NDAA), joining the House of Representatives to continue an unbroken 60-year tradition of passing an annual military policy bill. The bill cleared its final hurdle in the closing hours of the 116th Congress, with an 81-13 vote in the Senate on January 1 completing the veto-override process. The House voted to override the veto 322-87 on December 28.

In addition to service member pay, weapons procurement and other defense-related measures, the package contains countless legislative amendments on parallel matters - including high-priority questions for the American maritime industry, like financial relief for U.S. seaports, new rules for passenger vessel safety, and new language that applies federal offshore energy regulations (and the Jones Act) to offshore wind farms. The NDAA contains language that ensures that offshore wind farms count as U.S. points for purposes of federal law, just like offshore oil and gas facilities. This provides certainty that foreign-flag vessels cannot be used to carry goods between U.S. ports and wind projects on the U.S. outer continental shelf.

According to the American Maritime Partnership, the NDAA also clarifies the terms and procedures that apply when an emergency administrative Jones Act waiver can be issued. In particular, a national defense waiver must be tied to a legitimate national defense need; non-defense waivers are now time-limited; and all waivers are subject

to public reporting requirements whenever they are used.

The law also creates a new Maritime Transportation System Emergency Relief Program (MTSERP) to provide funding to ports after natural disasters and emergencies, including the COVID-19 pandemic. It also raises the authorized funding level for the Port Infrastructure Development Program (PIDP) to \$750 million annually, up from \$500 million.

The NDAA also requires the Government Accountability Office to conduct an audit of federal agencies' compliance with long-ignored cargo preference laws, which require government-owned and government-financed cargoes to ship aboard U.S.-flagged vessels. The audit will examine the degree of agency staff and contractor compliance, along with the past levels of enforcement effort by the Maritime Administration.

The NDAA also provides coastwise trade endorsements for three specific vessels that might not otherwise qualify. These include the St. Kitts-flagged cruise ship *Safari Voyager*; the formerly Russian-flagged expedition yacht *Pacific Provider*; and the Canadian-built tall ship *Oliver Hazard Perry*.

Encased within the voluminous bill is an unmitigated Congressional statement of support for the Jones Act and the domestic maritime industry. Two "Sense of Congress" statements - non-binding resolutions that express the views of the Senate and House - are embedded in the new law and stand as a testament to the bipartisan support for U.S.-flag shipping's vital role to this nation's economy and national security.

Section 3522 (Sense of Congress Regarding Role of Domestic Maritime Industry in National Security) states:

"It is the sense of Congress that (1) United States coastwise trade laws promote a strong domestic trade maritime industry, which supports the national security and economic vitality of the United States and the efficient operation of the United States transportation sys-

tem; and (2) a strong commercial maritime industry makes the United States more secure."

Section 8403 (Sense of Congress Regarding the Maritime Industry of the United States) says:

"It is the sense of Congress that the maritime industry of the United States contributes to the Nation's economic prosperity and national security."

Biden selects Boston Mayor Marty Walsh for labor secretary

President-elect Joe Biden has selected Boston Mayor Marty Walsh to serve as secretary of the Department of Labor. A representative of the mayor's office confirmed Walsh's nomination on January 7. During his time as mayor, Walsh created tools for low-income workers such as a job apprenticeship program and an Office of Financial Empowerment. Prior to being elected mayor in 2013, Walsh served in the Massachusetts House of Representatives.

Walsh has strong labor ties, following his father into Laborers Local 223 in Boston and leading the Building and Construction Trades Council, a group of 20 local construction unions in the Boston metropolitan area.

"As a longtime union member, Walsh knows that collective bargaining is essential to building back better by combating inequality, beating COVID-19 and expanding opportunities for immigrants, women and people of color," AFL-CIO President Richard Trumka said.

The Laborers' International Union of North America cheered Walsh's nomination to lead the department. A labor

union with about 500,000 members, LIUNA represents workers in the construction and energy sectors.

"Marty Walsh is a living embodiment of the American dream," said Terry O'Sullivan, general president of LIUNA. "I know that with his dedication and devotion to the cause, the purpose and the mission of the Labor Movement, Marty Walsh will restore and re-energize the Department of Labor's role as a powerful guardian of workers, and strong and effective enforcer of labor laws."

American Trucking Associations President Chris Spear congratulated Walsh on his nomination in a statement issued January 7. Spear said Walsh's experience as mayor and work within the building industry will be valuable qualities as the nation addresses infrastructure issues. ATA has advocated for a comprehensive infrastructure bill.

"The professional drivers, mechanics, dockworkers and dispatchers - the millions of individuals who make up the workforce of our industry - are the critical resource that powers trucking and our economy," Spear said.

Oakland gets three new giant cranes

On December 30, three new ship-to-shore (STS) container cranes passed through San Francisco Bay aboard the heavy lift ship *Zhen Hua 35*. The new cranes will be the tallest ever at the Port of Oakland, and they rank among the largest in the U.S. Stevedoring Services of America (SSA) purchased the three cranes from ZPMC - a Chinese STS crane-builder - for the Oakland International Container Terminal (OICT). SSA's investment in the three new cranes is valued at about \$30 million.

"Taller cranes are needed for efficiently handling cargo that arrives on ultra-large container ships," said a SSA

spokesperson. "This new infrastructure is a commitment to the port that we will continue our maritime business at Oakland well into the future."

SSA currently operates 10 cranes at OICT. The new super post-Panamax models will have a lift height of 174 feet above the dock and an outreach of 225 feet across the deck. The port stated it would remove three older cranes from the site when the new ones arrive.

"There's no better demonstration of our maritime partner's faith in the Port of Oakland, than investing in these huge ship-to-shore cranes," said a Port of Oakland spokesperson.



Three new container cranes for the Port of Oakland arrived just in time for the New Year.

Transportation Secretary Chao resigns before end of term

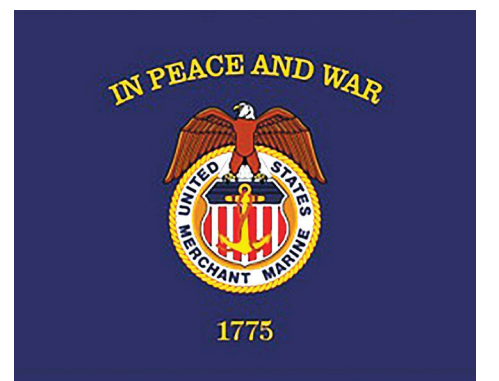
Department of Transportation Secretary Elaine Chao announced her resignation from her Cabinet position, effective January 11, with less than two weeks left in the Trump administration. She referenced the turmoil at the U.S. Capitol as part of the reasoning for the move.

"Our country experienced a traumatic and entirely avoidable event as supporters of the President stormed the Capitol building following a rally he addressed," she noted. "As I'm sure is the case with many of you, it has deeply troubled me in a way that I simply cannot set aside."

Chao's service as transportation secretary is her second presidential cabinet position. She served as labor secretary from 2001 to January 2009 under President George W. Bush's administration. The MFOW and other

maritime transportation organizations have had an excellent working relationship with Secretary Chao and commend her for her service.

Incoming President Joe Biden announced recently that he intends to nominate former South Bend, Indiana Mayor Pete Buttigieg to be the next Transportation Secretary.



Halls to close

Martin Luther King, Jr.'s Birthday - All MFOW hiring halls will be closed on Monday, January 18, 2021, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day - The MFOW hiring halls will also be closed on Friday, February 12, in observance of Lincoln's Birthday, and on Monday, February 15, 2021, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

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Cape Victory and Cape Vincent)

and

MATSON NAVIGATION COMPANY

(Cape Henry, Cape Horn and Cape Hudson)

Wage Rates — Ready Reserve Force Vessels — Effective January 27, 2021

Full Operating Status (FOS)

Rating	Monthly Wage	Daily Wage	Monthly Suppl.	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED Electrician	\$5,872.17	\$195.74	\$2,936.09	\$97.87	\$42.57	\$24.14	\$16.07
QMED Pumpman	\$5,440.37	\$181.35	\$2,720.19	\$90.67	\$42.57	\$24.14	\$16.07
QMED Day Worker	\$5,298.68	\$176.62	\$2,649.34	\$88.31	\$42.57	\$24.14	\$16.07
QMED Oiler	\$3,948.72	\$131.62	\$1,974.36	\$65.81	\$36.33	\$18.48	\$16.07
QMED Fireman/Watertender	\$3,948.72	\$131.62	\$1,974.36	\$65.81	\$36.33	\$18.48	\$16.07
Wiper, GUDE, GVA	\$3,495.61	\$116.52	\$1,747.81	\$58.26	\$21.72	\$14.65	\$16.07

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Suppl.	Daily MPPP
QMED Electrician	\$1,687.92	\$241.13	\$42.15	\$16.08	\$16.07
QMED Pumpman	\$1,687.92	\$241.13	\$42.15	\$16.08	\$16.07
Wiper, GUDE, GVA	\$1,036.59	\$148.08	\$21.50	\$9.87	\$16.07

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend. The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

Coast Guard icebreaker breaks U.S. record for northernmost winter approach

The U.S. Coast Guard heavy icebreaker *Polar Star* set a record for the northernmost wintertime navigation by a U.S. vessel on Christmas Day. The heavy icebreaker cut through sea ice four feet thick on its first Arctic deployment in decades. The *Polar Star* achieved its record breaking winter latitude at 72 degrees 11 minutes north, approximately 75-80 miles north of the previous record. After refueling and resupply in Dutch Harbor, the *Polar Star* continued on a mission of research, power projection and fisheries enforcement in the north.

Typically, the *Polar Star* operates in the Southern Hemisphere supporting Antarctic operations while the medium icebreaker USCGC *Healy* operates in the Arctic during the summer. The

Healy is currently in drydock following a major engine fire.

The ship performed admirably under brutal conditions during its first winter Arctic deployment since 1982. Challenges included a series of storms in the Gulf of Alaska with 20-30 foot seas. The *Polar Star* is built for icebreaking, so she rolls in the open seas due to the shape of the hull. Visibility in the Alaskan winter is also a problem. Deployments in the Arctic are also made extremely difficult by virtue of their distance from resupply. While naval vessels in warmer climes are able to resupply fuel, food and other logistical requirements at sea, there is no capability to resupply a ship in the Arctic closer than the deep water port at Dutch Harbor.

The *Polar Star* was commissioned in 1976. Aboard the vessel is an international group of personnel, including officers, sailors and midshipmen from the Royal Navy, Merchant Marine Academy, National Oceanic and Atmospheric Administration, U.S. Navy and other Coast Guard vessels, including officers from the *Healy*.

The current primary mission of the ship is projecting power and presence and demonstrating capability in the Arctic. Patrolling the border of the Exclusive Economic Zone, which has seen incursions from Russian fishing vessels and warships, has rapidly increased in priority for the United States in the last several years as aggression from other Arctic and non-Arctic powers has increased.

Other operations beyond training personnel for future Arctic operations include supporting science missions from Woods Hole Oceanographic Institute that would normally have difficulty gaining access to the region in the harsh winter months and working with the Department of Defense to test the geographical effectiveness of a new constellation of communications satellites.

Port of Oakland extends project labor agreement

The Oakland Board of Port Commissioners has extended the port's landmark project labor agreement (PLA) that increases East Bay hiring on port-related capital projects. Negotiated in 2016, the PLA serves as a model for increasing the number of disadvantaged workers in the construction trades especially the highly competitive list trades. The five-year contract will continue to increase local hiring on port construction projects, increase the number of disadvantaged workers entering the trades and boost earnings for local workers.

The port's PLA contributes greatly to the East Bay economy. Since 2016, local workers earned over \$19 million. Key outcomes of the port's 2016 project labor agreement include:

- 2,336 local residents entered into Building and Construction Trades Council of Alameda County appren-

ticeship programs.

- 63 new union apprentices worked more than 27,000 hours.
- 21 percent of apprentice hours were completed by local, disadvantaged workers.
- \$233,000 was awarded to local community-based organizations for workforce development programs.

The Port of Oakland created a Maritime Aviation Project Labor Agreement (MAPLA) in 1999. The agreement covers maritime and aviation-related construction projects funded through the port's capital improvement program. It supports smaller companies that do business with the port.

Project labor agreements are collective bargaining agreements between public agencies and local labor organizations. The agreements are authorized under the National Labor Relations Act.

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January 8, 2021

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RE: Access to COVID-19 Vaccine for Deep-Sea Mariners

Dear Governor Cuomo and Dr Romero:

Please consider our appeal for assistance in facilitating access to vaccines for the approximately 14,000 U.S. citizen merchant mariners who are responsible for keeping the economic and military supply lines of the United States open on the high seas. The undersigned organizations are deeply concerned that the military and economic security of our nation may be at risk if the distribution of vaccines allows seafarers to fall between the cracks of federal and state efforts to distribute vaccines under the guidelines established by the ACIP. Specifically, because of the time spent at sea and countries visited by merchant mariners, this workforce is at significant risk of exposure and transmission of COVID-19. Further, this community does not have access to appropriate medical care at sea or, at this time, in almost all foreign ports. We feel we can offer a solution as to how to inoculate these essential front line workers.

We recognize the priorities established by the ACIP which classifies merchant seamen as "other essential workers" in priority phase 1c along with 57 million other workers and after the vaccination of approximately 30 million workers in Phase 1b. However, our reason for appealing to you is grave concern about access to vaccinations within Phase 1c by our very mobile workforce that does not fall routinely under the jurisdiction of any one particular state.

Under the risk-based approach, seafarers rank high on three of the four criteria: risk of acquiring infection, risk of negative societal impact and risk of transmitting to others. Seafarers by nature of their work travel to all parts of the world and regularly interact with people from other countries, cultures, health systems. Even during heightened awareness of COVID-19 with precautionary measures in place, vessel crews are at great risk of contracting the virus. The industry has experienced and will continue to experience COVID-19 outbreaks aboard ship.

Seafarers live and work closely together in multi-generational settings aboard ship for months at a time. The close contact and risk of exposure aboard ship is exacerbated by the lack of medical care when mariners become infected while engaged in extended foreign voyages or when routinely denied shoreside access to medical care in foreign ports. Professional medical care and hospital equipment is simply not available aboard merchant ships. One infected crew member may readily infect the entire ship's crew, most often with no medivac available and frequently with no port of refuge which will permit ill seafarers to disembark and seek medical care.

American seafarers represent a minuscule population when compared to almost every other sector which is given priority in the ACIP framework. It is essential that, while seafarers are classified as phase 1c "Other Essential Workers – Transportation and Logistics" that care be taken to ensure that states with major ports ensure that vaccines are available to U.S. seafarers. This can be done cooperatively with U.S.-flag employers and at facilities located in each port.

With oversight from the appropriate government entity and our marine employers, we can assist with the distribution of vaccines and provide support for medical personnel at the locations listed below. The U.S. Maritime Administration (MARAD) has the ability to support in this effort and a deep understanding of what is necessary. We urge your support in assuring the distribution of vaccines to approved medical professionals for vaccination of merchant mariners at the following locations:

Baltimore:	MEBA Diagnostic Center 1005 Eastern Ave Baltimore MD 21202	S. Florida:	AMO 601 S. Federal Highway Dania beach, FL 3304
Boston:	MEBA/MM&P 12 Channel Street, Suite 606 Boston, MA 02210-2333	New Orleans:	MEBA 8111 Carondelet Street New Orleans, LA 70130-3707
Charleston:	MM&P 1481 Tobias Gadson Blvd., Ste 2C Charleston, SC 29407-4794	NY/NJ:	MEBA 37 Edward Hart Dr Jersey City, NJ 07305
Detroit Area:	SIU 520 St. Clair River Dr. Algonac, MI 48001	Norfolk:	MEBA/MM&P 6325 North Center Dr, Ste 100 Norfolk VA 23502
Honolulu:	Urgent Clinic of Waikiki 2155 Kalakaua Ave, Suite 308 Honolulu, HI 96815	San Juan, PR:	SIU 659 Hill Side Street San Juan, Puerto Rico 00920
Houston:	SIU 625 N. York St. Houston, TX 77003	SF/Oakland:	Seafarer's Medical Center 730 Harrison Street, Ste. 100 San Francisco, CA 94107
Jacksonville:	SIU 5100 Belfort Rd Jacksonville, FL 32256	Seattle/Tacoma:	Kaiser Permanente Occupational Health Services Capitol Hill Campus, North Building 310 15 th Ave East Seattle, WA 98112
LA/LB:	Concentra Urgent Care 100 Oceangate, P245 Long Beach, CA 90802	Tampa:	MEBA/MM&P 4333 South 50 th Street Tampa, FL 33619

Our numbers are not great, but we play an outsized role in maintaining the economic and military security of our nation. Because of the time and specialized training necessary to provide professional seafarers and the critical nature of efficient movement of basic goods and commodities to and from our shores and to our military bases overseas, personnel losses due to illness or death will have a disproportionately grave impact on our transportation infrastructure.

At one time this was recognized by the establishment of U.S Public Health Service Hospitals, "Marine Hospitals," that looked after the health of our nation's seafarers. This is no longer the case. In absence of a federal framework for vaccine distribution, we appeal for your assistance in facilitating the distribution of vaccines to approved locations and medical providers for essential worker merchant seamen.

Thank you for your consideration.

Sincerely,

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The *MV Matsonia* pictured during sea trials in San Diego last year.

Matson takes delivery of the newest *Matsonia*

On December 18, Matson, Inc. took delivery of *Matsonia*, the second of two new *Kanaloa*-class combination container/roll-on roll-off ships built by General Dynamics NASSCO. The two are the largest vessels of their kind ever built in the U.S. They join two new containerships, *Daniel K. Inouye* and *Kaimana Hila*, themselves the largest of their kind in the U.S. commercial fleet, in completing the renewal of Matson's Hawaii fleet.

Matsonia and *Lurline* are each 870 feet long, 114 feet wide, with a deep draft of 38 feet and weighing in at over 50,000 metric tons. The sister ships have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and breakbulk cargo. *Lurline* entered service in January 2020.

Built by Philly Shipyard, Matson's new *Aloha*-class containerships, *Daniel K. Inouye* and *Kaimana Hila*, entered service in 2018 and 2019, respectively. Each 850-foot long container ship has a cargo capacity of 3,600 twenty-foot equivalent units (TEU).

The four new ships are the centerpiece of Matson's nearly \$1 billion investment to modernize its Hawaii service. In addition to a nearly \$930 million investment in its fleet, Matson is also investing more than \$60 million in improvements to its Hawaii hub terminal at Sand Island in Honolulu, in conjunction with the State of Hawaii's Harbors Modernization plan.

"Putting four new ships into service in a three-year span is a significant accomplishment that culminates eight years of planning, project management and coordination for teams across many departments at Matson," said Matt Cox, chairman and chief executive officer. "Together with the modernization and expansion of our Honolulu terminal, these investments position Matson to provide efficient, reliable service to Hawaii for decades to come."

Phase 1 of Matson's Sand Island Terminal modernization project was completed this year, with the installation of three new electrically powered gantry cranes and the upgrading of three existing cranes and the terminal's power system. Phase 2, which will include im-

provements to the container yard and gate, will begin in 2021. In Phase 3, concurrent with the State's completion of the new Kapalama Container Terminal, Matson will expand its waterfront and overall terminal footprint by 30 percent by acquiring adjacent piers 51A and B.

In addition to ensuring efficient, reliable service to Hawaii for the next three decades, Matson's fleet renewal program is also accomplishing a broader fleet modernization that ensures compliance with increasingly stringent global emissions regulations.

Designed and built specifically for the Hawaii trade, all four of the new ships feature state-of-the-art green technology, including fuel-efficient hull design, environmentally safe double hull fuel tanks, liquid natural gas (LNG) compatible engines, and freshwater ballast systems. The more recent *Kanaloa*-class vessels are equipped with the first Tier 3 dual-fuel engines to be deployed in containerships regularly serving West Coast ports. Tier 3 engines reduce the levels of particulate emissions by 40 percent and nitrogen oxide emissions by 20 percent, as compared to Tier 2 standards.

The four new ships are also Matson's fastest vessels, with the ability to operate at or above 23 knots, helping ensure on-time deliveries in Hawaii from Matson's three West Coast terminals in Tacoma, Oakland and Long Beach.

Matsonia and *Lurline* are iconic vessel names in Matson's long history. *Matsonia* dates to the construction of Matson's first ship of that name in 1912. Three more ships were given the name in subsequent years; the new vessel is the fifth. *Lurline* dates to the construction of Captain William Matson's first ship of that name in 1887. Four more ships were given the name in subsequent years; the newest vessel is the sixth.

Daniel K. Inouye was named in honor of the late Hawaii Senator, who was a strong supporter of the U.S. Merchant Marine and a powerful advocate of the maritime industry. *Kaimana Hila* is a Hawaiian transliteration for Diamond Head, one of Hawaii's most iconic landmarks.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

PAST AND PANDEMIC

Now that 2020 — the strangest year I have encountered as a Marine Fireman — is over, it is time to think about the Union program moving forward. First and foremost, the pandemic is a long way from being finished with engines, so we must grind away amid the complications and difficulties associated with keeping the marine transportation system organic and operating efficiently. This means that officials, staff and rank-and-file members alike need to keep the fires lit and the water tended while enduring government lockdowns, hiring hall virus protocols, vessel movement disruptions, delayed crew rotations, restriction-to-ship, travel restrictions, quarantines, testing and a spate of other annoyances.

Maritime labor and management is advocating for a systematic and prioritized distribution of the COVID-19 vaccine for mariners and maritime workers, but that episodic timeline is uncertain.

GOVERNMENT VESSELS

The Union continues to work with contracted operators to secure work for our members. Patriot Contract Services (PCS) has bids out on five ship management contracts, as follows:

Watson-class Vessels — In May 2019, Military Sealift Command (MSC) published solicitation N32205-19-R-3009, the successor contract for the operation and maintenance of eight *Watson*-class large, medium-speed, roll-on/roll-off (LMSR) vessels. The ships are the *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*. The government anticipates prepositioning three of the vessels in the Indian Ocean (Diego Garcia – Squadron 2) and four of the vessels in the Western Pacific (Guam, Saipan and South Korea – Squadron 3). One ship will be in reduced operating status in the continental United States. PCS has been operating these vessels, with MFOW members as unlicensed engine department crew, in shipshape and Bristol fashion since 2014.

RRF VAM — In February 2020, the U.S. Maritime Administration (MARAD) issued solicitation RFP 693JF719R000034 to acquire vessels for service in the Ready Reserve Force (RRF). The provider would be called a vessel acquisition manager (VAM) and will have experience procuring, reflagging, re-classifying, modifying, maintaining and operating vessels. The overall objective of the VAM contract is for government acquisition of used ships to fulfill defense sealift requirements. MARAD will acquire ships, including used U.S.-built or foreign-built ships as part of the U.S. Navy's plan to recapitalize the existing government-owned, sealift fleet.

NS Savannah Decommissioning and License Termination — In March 2020, MARAD issued solicitation RFP 693JF720R000010 to support *NS Savannah* licensed activities, including the physical custodial care and safeguarding of the ship. The contractor will provide nuclear decommissioning services including:

- Specialized technical expertise in licensing and operations.
- Specialized technical services, labor, equipment and supplies to carry out radiological protection, monitoring, and surveillance programs.
- Engineering, planning, labor and supervision to carry out decommissioning industrial dismantlement activities.

PCS is bidding as a subcontractor for the ship husbandry and vessel maintenance portion of the work related to the decommissioning of the *NS Savannah*.

MPF Vessels — In November 2020, MSC published solicitation N32205-21-R-4117 for the operation and maintenance of six Maritime Prepositioning Force (MPF) vessels — *USNS Bobo*, *USNS Button*, *USNS Lopez*, *USNS Lummus*, *USNS Stockham* and *USNS Williams*. It is anticipated that three of the vessels will be prepositioned in the Indian Ocean and the other three will be prepositioned in the Western Pacific, all in support of the U.S. Marine Corps. The normal operating tempo for each vessel in full operating status is estimated to be 92 percent in port and eight percent underway.

Ocean Surveillance Ships — In November 2020, MSC published solicitation N-32205-21-R-3100 for the operation and maintenance of seven T-AGOS and T-AGM vessels. The vessels are the *USNS Able*, *USNS Effective*, *USNS Impeccable*, *USNS Invincible*, *USNS Lorenzen*, *USNS Loyal* and *USNS Victorious*. All ships are anticipated to be in full operating status for the duration of the contract. However, due to the nature of the ships' missions, schedules are subject to short notice changes.

Will keep the membership informed of any ship contract awards and will pursue formal ratification of related memorandums of understanding (MOU).

RRF Pay Increase — In accordance with the MOU between PCS and the Seafarers' International Union – Pacific District (SIU-PD), regarding the terms and conditions of employment for the operation and maintenance of MARAD RRF vessels, effective January 27, 2021, there shall be a two and one-half (2.5) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. The PCS-operated vessels include the *GTS Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*.

In accordance with the MOU between Matson Navigation Company and the SIU-PD, regarding the terms and conditions of employment for the operation and maintenance of RRF vessels, effective January 27, 2021, there shall be a two and one-half (2.5) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. The Matson-operated vessels include the *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*.

Recommend that the increases to wage and wage-related items are applied to

wages and wage-related items, and that the fringe benefit increases are allocated as needed.

MATSON NAVIGATION COMPANY

The collective bargaining agreement with Matson Navigation Company expires on June 30, 2021. Article II, Section XIII of the MFOW Constitution, states that it is "the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations, unless problems arise which require immediate attention, a Convention comprised of the President, Vice President, Treasurer, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch."

The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration.

Due to the uncertainty of the pandemic and the current inability at Headquarters to hold a suitable in-person meeting, the 2021 MFOW Convention will not be scheduled until further notice. We are considering a video-conference platform to substitute for a convention prior to June.

Members who wish to submit reasonable suggestions for the betterment of our collective bargaining agreement with Matson should forward the suggestions by email or regular mail to MFOW Headquarters, in care of the Negotiating Committee, 240 2nd Street, San Francisco, California 94105.

Summary Annual Report for MFOW Welfare Fund

This is a summary of the annual report of the MFOW Welfare Fund, EIN 94-1254186, Plan 501, for the plan year ended January 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of MFOW Welfare Fund has committed itself to pay certain health, dental, prescription, vision, death and burial claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Metropolitan Life Insurance Company, United Health Care Insurance Company, Dental Health Services of Washington, Health Net, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Kaiser Foundation Health Plan of Washington, Kaiser Foundation Health Plan of the Northwest, and Anthem Blue Cross Life and Health Insurance Company to pay certain medical, dental, vision, life, and accidental death and dismemberment claims incurred under the terms of the plan. The total premiums paid for the plan year ending January 31, 2020 were \$3,152,246.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$13,936,143 as of January 31, 2020, compared to \$14,088,717 as of February 1, 2019. During the plan year the plan experienced a decrease in its net assets of \$152,574. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$6,002,047, including employer contributions of \$5,356,209, employee contributions of \$1,215, realized gains of \$8,252 from the sale of assets, earnings from investments of \$580,030 and other income of \$56,341.

Plan expenses were \$6,154,621. These expenses included \$865,395 in administrative expenses and \$5,289,226 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the Trust Fund Office of MFOW Welfare Fund, who is the plan administrator, at 240 Second Street, San Francisco, California 94015. The charge to cover copying costs will be \$40.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

VICE PRESIDENT'S REPORT

Well...here we are. We made it to 2021, ladies and gentlemen. However, I am disappointed to report that 2021 looks nothing like we all hoped it would when the new abnormal began. My vision of the tail end of 2020 included laughter shared among family and friends over gift exchanging, quarantine stories, and a little holiday cheer in form of libations. In lieu of that overly optimistic vision, we got ordered to stay home (again).

Almost everything here is shut down either temporarily or permanently. Anything remotely resembling entertainment has been ordered to close or made illegal. And the news...oh boy, not touching that one with a ten-foot pole. In spite of all of this, the Marine Firemen's Union remains steady as usual and grateful for all that we have during these times of great uncertainty.

Shipping has been very hit-and-miss here at Headquarters due to vessels being considerably behind schedule. We are still having to go through a 14-day ROM with Patriot Contract Services for any jobs headed to Saipan, Korea, or Diego Garcia. These rounds of reliefs are still taking place about every six weeks or so. As always, check in with us and keep in touch about jobs hitting the board.

The *Cape Orlando* activated and called for a full crew. The vessel is heading to Portland, OR for a drydock period; and there are rumors that the new home port will be somewhere in Washington. I was told the *Admiral Callaghan* will follow suit shortly after. I anticipate the Bay Area homesteaders will be piling off, and Seattle members will be paying special attention in the months to come. Again, this is just a rumor as I have seen nothing in writing yet.

I continue to chip away at the long list of improvements to be made around our union hall. The latest and greatest is a coffee maker and tea infuser out in front for the membership. Cleaning, disposal of junk, and sorting through old documents has been in effect since I took office. Fresh ideas are always welcome. I haven't made any additions to my digital library of manuals and books lately, but I'm happy to report a few members and applicants have made it a point to bring USB drives in.

That's all folks. I'll save all the preachy stuff for the next report. Let's focus on the starting the year off on the right note and hope things start to turn around. Work safely and stay safe out there.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for December 2020:

MATSON NAVIGATION COMPANY
On the Pacific Southwest triangle run: *MV Mahimahi* — delegate REJ Baldev Singh, #3782, and ERJ Colby Sims, JM—5254, wished all at Headquarters happy holidays, no beefs. *MV Lurline* — delegate REJ Scanlon Henneberry, #3717, finishing out his last trip, no beefs.

On the Pacific Northwest triangle run: *MV Maunawili* — no beefs. *MV RJ Pfeiffer* — delegate DJU Jefferson Bausel, #3829, no beefs. *MV Kamokuiki* — delegate EL/RE Gregg Cavan, #3891, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate ERJ Kenneth Fenley, #3740, no beefs. *MV President Truman* — delegate ERJ Ramonchito Cruz, #3904. Headquarters shipped an ERJ,

DJU and a Wiper for time up, no beefs. *MV President Kennedy* — Headquarters shipped a REJ for time up, delegate DJU Carlito Episioco, #3775, no beefs. *MV President FD Roosevelt* — delegate REJ Helaman Taaga, JM—5185, no beefs.

Shuttle Vessels on the GSX Run: *MV APL Guam* — Headquarters shipped a DJU and a Wiper for time up.

PATRIOT CONTRACT SERVICES

USNS Pomeroy — one Wiper and one Oiler awaiting flyout. *MV SLNC Pax* — one Oiler flown out. *MV Cape Orlando* activation — one Electrician, three Oilers and a Wiper were dispatched for approximately seven to ten days.

Now that 2020 is over, thanks to all for your support and dedication to the Marine Firemen's Union. Let's have a happy and prosperous 2021.

Fraternally,
Bobby Baca

U.S. maritime advisory published for Middle East waters

A U.S. maritime alert reported two recent maritime incidents in the Persian Gulf which threatened commercial vessels. The first incident was the discovery of a mine placed on the hull of a Liberian-flagged tanker in the Persian Gulf off Iraq in the vicinity of position 29-34N 48-47E on December 31, 2020. The second incident was the Iranian seizure of a South Korean-flagged tanker in the Strait of Hormuz on January 4, 2021. These incidents have been confirmed. Mariners are warned to exercise caution when transiting the area.

U.S. commercial vessels operating in the area should review U.S. Maritime Advisory 2020-011 (Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Red Sea, Gulf of Aden, and Indian Ocean-Threats to Commercial Vessels by Iran and its Proxies) for amplifying information and points of contact and report small boat activity in the vicinity of their vessel to the U.S. Fifth Fleet Battle Watch.

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

Port of Hueneme dredging in full swing

The U.S. Army Corps of Engineers (USACE), Los Angeles District, said in a recent announcement that dredging operations are well underway at the Port of Hueneme main channel.

According to USACE, a projected completion date is March 27. Curtin Maritime Corp., the contractor for the project, will be deepening the port's federal navigation channels by dredging 385,000 total cubic yards of material. Deepening the harbor will accommodate Panama-sized vessels, which are

currently unable to load to their maximum capacity. Cost of the project is \$10.4 million.

Under the cleanup plan, about 360,000 cubic yards of dredged material will be used to replenish the beach to mitigate beach erosion, which is the most sand placed on and near the beach since 2009. Another 18,000 cubic yards of unsuitable material will be placed in an existing confined aquatic disposal site in the harbor.

U.S. MARITIME ADVISORY 2021-001
Subject: Threats to Commercial Vessels by Iran and its Proxies
Geographic Area: Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Red Sea, Gulf of Aden, and Indian Ocean

This revised advisory cancels U.S. Maritime Advisory 2020-011

1. References: U.S. Maritime Alerts 2020-001B and 2021-001A.

2. Issue: Multiple maritime threats have been reported in the geographic areas described above, including a mine placed on the hull of a Liberian-flagged tanker in the Persian Gulf off Iraq on December 31st, 2020 and the Iranian seizure of a South Korean-flagged tanker in the Strait of Hormuz on January 4th, 2021. Heightened military activity and increased political tensions in this region continue to pose serious threats to commercial vessels. Associated with these threats is a potential for miscalculation or misidentification that could lead to aggressive actions. Vessels operating in the Persian Gulf, Strait of Hormuz, and Gulf of Oman may also encounter GPS interference, bridge-to-bridge communications spoofing, and/or other communications jamming with little to no warning. Vessels have also reported bridge-to-bridge communications from unknown entities falsely claiming to be U.S. or coalition warships.

The U.S. government is continually assessing the maritime security situation in the region to safeguard freedom of navigation; ensure the free flow of commerce; and protect U.S. vessels, personnel, and interests.

3. Guidance: The international community, including the United States, continues maritime security operations within this region. Vessels operating in this area are advised to review security measures, ensure AIS is always transmitting (except in extraordinary circumstances, consistent with provisions of the Convention on Safety of Life at Sea), and monitor VHF Channel 16.

a) To afford best protection in the region, U.S. flagged commercial vessels are also advised to:

- For the Red Sea, Arabian Sea, the Gulf of Oman, and the Persian Gulf: Simultaneously register with both the United Kingdom Maritime Trade Office (UKMTO) and the U.S. Naval Forces Central Command Naval Cooperation and Guidance for Shipping (NAVCENT NCAGS) watch 24 hours prior to entering the Indian Ocean Voluntary Reporting Area by sending UKMTO and NCAGS, via a single e-mail, the Initial Report from Annex D of Best Management Practices to Deter Piracy and Enhance Maritime Safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea (BMP5). Include the estimated times of arrival at the Suez Canal, Bab el Mandeb Strait (BAM), and Strait of Hormuz (SoH) in line 10 of the report, and add a line 14 for comments as needed (e.g., speed restrictions or other constraints, anticipated time of entering/exiting the SoH Traffic Separation Scheme; an outline of the navigation plan for operating in the SoH and Persian Gulf, etc.).

- NAVCENT NCAGS has the latest information on the dynamic maritime security threats and operational environment in this region. U.S. vessels are advised to exercise caution, coordinate vessel voyage planning for transits in the region with NCAGS, and follow NCAGS's recommendations and guidance whenever possible.

- In the event of any incident or suspicious activity, call UKMTO or the U.S. Fifth Fleet Battle Watch and activate the Ship Security Alert System immediately.

- Answer all VHF calls from coalition navies.

- Utilize other reports included in Annex D of BMP5 as necessary, including both UKMTO and NAVCENT NCAGS on each of these reports.

b) All vessels should be aware that U.S. and other coalition naval forces may conduct maritime awareness calls, queries, and approaches to ensure the safety of vessels transiting the Persian Gulf, Strait of Hormuz, Gulf of Oman, and Arabian Sea. If a U.S. flag commercial vessel suspects it is being hailed from a source falsely claiming to be a U.S. or coalition naval vessel, or is being asked for positions or info on coalition military vessels or aircraft operating in the area, the U.S. Fifth Fleet Battle Watch should be immediately informed.

c) If hailed by Iranian forces, U.S. flag commercial vessels should provide vessel name, flag state, and affirm that they are proceeding in accordance with international law as reflected in the Law of the Sea Convention. The master should immediately inform the U.S. Fifth Fleet Battle Watch.

d) If Iranian forces seek to board a U.S. flag commercial vessel navigating these waters, the ship's Master should, if the safety of the ship and crew would not be compromised, decline permission to board, noting that the vessel is proceeding in accordance with international law, as reflected in the Law of the Sea Convention, and immediately inform the U.S. Fifth Fleet Battle Watch.

e) If Iranian forces board a U.S. flagged commercial vessel, the vessel should immediately contact the U.S. Fifth Fleet Battle Watch. The crew should not forcibly resist the boarding party. Refraining from forcible resistance does not imply consent or agreement to that boarding.

f) The Maritime Global Security website at <https://www.maritimelglobalsecurity.org/> offers industry issued best practices, including BMP5, guidance to mariners by geographic region, and provides contact and subscription information for regional maritime security reporting centers.

g) Vessels operating in this area are advised to establish contact with both UKMTO and the NAVCENT NCAGS Watch, and to include both on all update or incident report emails, as detailed above. By including both as addressees on each email, awareness will be enhanced without creating an additional reporting burden.

4. Contact Information:

a) Fifth Fleet Battle Watch: + 973-1785-3879, and email details to: cusnc.bwc@me.navy.mil.

b) NAVCENT NCAGS: cusnc.ncags_bw@me.navy.mil or +973-1785-2983 or +973-1785-0084.

c) UKMTO: watchkeepers@ukmto.org or +44 (0) 2392 222060. UKMTO advisories and warnings are available at <http://www.ukmto.org/>.

d) U.S. Coast Guard: Per 33 CFR 101.305, all suspicious activities, breaches of security, and transportation security incident events must also be reported to the U.S. Coast Guard National Response Center at +1-800-424-8802.

e) For maritime industry questions about this advisory, contact GMCC@uscg.mil. Supplemental information may also be found on the MARAD Office of Maritime Security website at: <https://go.usa.gov/xUKsb>.

5. Cancellation of Prior Advisories: This message supersedes and cancels U.S. Maritime Advisory 2020-011. This advisory will automatically expire on July 6, 2021.

For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit <http://www.marad.dot.gov/MSCI>.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2021

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Ltd. Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This five-day course is required for employment aboard various MSC contract-operated ships and includes the following segments: Shipboard Damage Control; Environmental Protection; Chemical, Biological and Radiological Defense; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity).

January 25-29 February 22-26 March 15-19

Military Sealift Command (MSC) Readiness Refresher

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. **The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.**

February 11-12 March 4-5 April 1-2

High Voltage Safety

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

February 8-12 March 15-19 April 19-23

Endorsement Upgrading Courses

QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

March 1-26 April 26-May 21

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites:** See QMED Fireman/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.

February 1-5 March 29-April 2 May 24-28

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days' of MFOW-contracted sea time while qualified as RFPEW.

March 1-April 9 May 3-June 11

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.

February 15-19

April 12-16

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. **Prerequisites:** 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, QMED Fireman-Watertender, QMED Oiler, RFPEW and AS-E.

March 8-April 16

May 10-June 18

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA (one day): February 5; February 19; March 12; March 26; April 2; April 16

Compass Courses, Edmonds, WA: February 23-24; March 23-24; April 20-21

MITAGS-PMI, Seattle, WA: February 17-18; March 11-12; May 24-25

Maritime License Center, Honolulu, HI: April 15-16; June 10-11

Basic Training Refresher (three days)

The BT Refresher course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: February 24-26; March 17-19; April 21-23

Compass Courses, Edmonds, WA: February 23-25; March 23-25; April 20-22

MITAGS-PMI, Seattle, WA: September 10-13

Maritime License Center, Honolulu, HI: April 14-16; June 9-11



TRLMI: CORONAVIRUS PROTOCOL

Effective 24 March 2020, TRLMI was designated part of the Critical Infrastructure by the U.S. Navy. We have completed a deep cleaning of the facility. We will continue the steps we had initiated to protect our staff and students, including:

A. Following the guidelines as set forth by The State of California and County of San Diego Health and Human Services Agency and the Order of the Health Officer. We are in regular communication with County of San Diego Health personnel and are implementing all of their recommendations, while continuing to monitor for future guidance.

B. Re-emphasizing common-sense practices used against the spread of all viruses, such as not coming to the facility if you are feeling ill, covering coughs and sneezes, washing hands often, and preventing any person-to-person contact.

C. Older adults and individuals with underlying medical conditions who are at increased risk of serious COVID 19 are encouraged not to attend (this includes all TRLMI team members).

D. Screening of all persons entering TRLMI for coronavirus symptoms and excluding such people from the facility if symptomatic. All visitors will be required to complete a screening questionnaire.

E. Following social distancing recommendations, including providing 6 feet of space between students in classrooms. We are limiting classes to 10 or fewer people.

F. For spaces such as the fire trainer, where social distancing is limited due to physical configuration of the space, TRLMI will provide Personal Protective Equipment (PPE), consisting of face masks and gloves for students and staff.

G. Following the environmental cleaning guidelines as provided by the CDC (e.g., clean and disinfect high touch surfaces at least daily if not more frequently).

We will continue to provide updates as the situation evolves.

3980 Sherman Street, Suite 100. San Diego, CA 92110

(619) 263-1638

www.TRLMI.com



Advancement Program Wiper Benny Arcano, non-seniority, painting aboard the MV Maunawili.

Canadian Coast Guard begins breaking ice on the Great Lakes

The Canadian Coast Guard's annual icebreaking season on the Great Lakes, which provides assistance to the shipping industry, is underway. Working in partnership with U.S. Coast Guard District 9, the Canadian Coast Guard has two icebreakers assigned to the Great Lakes for the entire winter season: *CCGS Griffon* and *CCGS Samuel Risley*. These vessels are supported as required by additional Coast Guard vessels during the spring icebreaking season.

Although the St. Lawrence Seaway, Welland Canal and Sault Ste. Marie Locks are closed during the winter months, shipping is still active on the Great Lakes and connecting waterways, including Lake Erie, Detroit River, Lake

St. Clair, St. Clair River, Lake Huron, St. Mary's River and Georgian Bay.

This icebreaking season is different than usual due to the COVID-19 pandemic, and the Canadian Coast Guard is working closely with organizations and governments, industry and other partners to make decisions based on the best advice and guidance available from federal, provincial and municipal health authorities. The Coast Guard continues to maintain normal levels of operation during the COVID-19 pandemic, while following strict national standard operating procedures to prevent the spread of the virus. This includes extra sanitation practices for all crew, such as frequent hand-washing, appropriate personal protective equipment, and enhanced cleaning protocols onboard vessels.

Icebreaking requests are coordinated by the Coast Guard's Icebreaking Office in Montreal, along with the USCG. Daily operational conference calls are held between industry representatives and Coast Guard officials, who provide updates from both countries about ice extent, concentration, and thickness. Ice condition updates are provided by Environment and Climate Change Canada, and also gathered from ice reconnaissance flights, using both Canadian and United States Coast Guard helicopters.

In the 2019-2020, in Central Region and the Great Lakes, the Canadian Coast Guard responded to 80 requests for icebreaking. In the same season, both Coast Guards directly assisted 58 ship transits on the Great Lakes.

Marine Communications and Traffic Services in Sarnia and Prescott, Ontario, are in contact with vessels 24-hours-a-day providing information, managing marine traffic, and responding to calls for assistance. Winter maritime search and rescue operations are coordinated by the Joint Rescue Coordination Centre in Trenton, Ontario.

In addition to icebreaking for the shipping industry, both Coast Guards work to prevent the formation of ice jams and flooding in communities. Problems occur when ice accumulates and blocks the flow of a river. That obstruction, known as an ice jam or ice plug, can cause flooding as water builds up and overflows the banks. Coast Guard ships are also at the ready to respond to environmental incidents or other urgent or humanitarian emergencies.

POLITICAL ACTION FUND DONATIONS 2020

Erick Anglo, JM-5214\$25.00	Francisco Lazzara, #3725\$20.00
Sony Arandia, JM-5250.....\$50.00	Richard Manley, P-2783.....\$30.00
Edward Auzin, P-1703.....\$50.00	Jason Medeiros, JM-5285 \$200.00
Jason Babbitt, JM-5238\$30.00	Yehya Mohamed, JM-5234.....\$150.00
Robert Baca, #3776.....\$400.00	Timothy Monk, #3902\$100.00
Vicente Cacacho, #3828.....\$65.00	Judith Moore in memory of Jerry Kimball, P-2543\$2,000.00
Lawrence Carranza, #3889.....\$20.00	Andreas Moreno, #3542\$100.00
Bonny Coloma, P-2763\$25.00	Shadow Moyer, #3822\$50.00
Marion Cruzat, #3939\$50.00	Kenneth Paddock, #3847\$40.00
Dale Cunningham, #3597 \$200.00	Anthony Petrovich, P-2633\$80.00
Ericsentel Danzy, JM-5364.....\$125.00	Anthony Poplawski, #3596 \$200.00
Danilo Datuin, #3907\$400.00	Theo Price-Moku, JM-5299.....\$100.00
Thomas Davis, JM-5156.....\$115.00	Harrison Quinanola, JM-5265 ...\$55.00
Anthony DeLa Rosa, P-2753.....\$50.00	Eliseo Ramiscal, #3932.....\$25.00
Henry Disley, P-2617.....\$100.00	Marconi Relojo, JM-5368\$30.00
Richard Domanski, #3793\$65.00	Rogelio Rivera, JM-5171\$25.00
Gregory Dziubinski, P-2675\$30.00	Rodolph Roaque, P-2363.....\$20.00
Arthur Galbreath, #3841\$50.00	Rogelio Rodriguez, #3870\$30.00
Patrick Gillette, #3880\$100.00	Joe Rubio, P-2757\$200.00
Alan Graves\$50.00	Michael Schwab.....\$20.00
Edgardo Guzman, #3905\$100.00	Emilio Siguenza, JM-5212 \$200.00
Joshua Halterman, JM-5372.....\$5.00	Jacob Sperling, #3332\$10.00
Kevin Haymer, JM-5272\$100.00	Wendelyn Sugui, #3863\$20.00
Mario Higa, #3738\$200.00	David Thompson, #3878\$25.00
Donald Jung, P-2086.....\$20.00	Edward Tokarz, #3770.....\$150.00
Travis Kehoe, #3922.....\$50.00	Cuyler Yogi, JM-5319.....\$100.00
Trae Kranz, JM-5354.....\$40.00	
Cicero La Caba, JM-5248.....\$100.00	

HONOR ROLL 2020

Marcos Almazan, JM-4933\$100.00	Travis Kehoe, #3922\$50.00
Anonymous\$10.00	Jack Knutson\$20.00
Vicente Cacacho, #3828\$40.00	Kenneth Paddock, #3847\$20.00
Michael Carr, P-2718\$300.00	Marconi Relojo, JM-5368\$30.00
Bonny Coloma, P-2763\$275.00	Rogelio Rivera, JM-5171\$25.00
Anthony DeLa Rosa, P-2753\$50.00	Emilio Siguenza, JM-5212\$100.00
Arthur Galbreath, #3841\$50.00	Edward Tokarz, #3770\$150.00
Edgardo Guzman, #3905\$100.00	Eeric White, #3925\$1,200.00

Finished With Engines — 2020

A total of 13 deaths were reported in 2020, all were pensioners.

Name	Date of Death	Location
Roy J. Ashe, P-2684	December 22, 2019	Roseville, CA
Carlos S. Cano, P-2562	February 20	Millbrae, CA
Reginald H. Coppinger, P-2323	August 27	Arbor, WA
Rodney W. Drury, P-2656	April 6	Vancouver, WA
Wayne Fisher, P-2542	February 1	Tacoma, WA
Paul E. Klingensmith, P-2269	December 5	
Martin D. Rascon, P-2689	February 18	Raton, NM
Rodolph Roaque, P-2363	March 2	Pittsburg, CA
James A. Saunders, P-1857	December 9	
Rolf S. Selvig, P-2370	January 17	Mill Valley, CA
Theodore R. Steffens, P-1655	January 25	San Francisco, CA
Edgar D. Ungerer, P-2350	May 22	Berea, WV
Paul D. Yancik, P-2742	October 23	

HONOR ROLL

Voluntary donation to General Treasury — December 2020:

Arthur Galbreath, #3841\$50.00	Vicente Cacacho, #3828.....\$40.00
Anthony DeLa Rosa, P-2753.....\$50.00	Bonny Coloma, P-2763.....\$200.00
Eeric White, #3925\$100.00	

Dues Paying Pensioners — End of 4th Quarter 2020:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231(P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Taliaferro Milton, #3654 (P-2808)	Pensioned 5/1/20	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	Seattle
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco

Regular membership meeting dates 2021

February	3	S.F. Headquarters
	9	Honolulu
	10	Wilmington
March	3	S.F. Headquarters
	9	Honolulu
	10	Wilmington
April	7	S.F. Headquarters
	13	Honolulu
	14	Wilmington
May	5	S.F. Headquarters
	11	Honolulu
	12	Wilmington
June	2	S.F. Headquarters
	8	Honolulu
	9	Wilmington
July	7	S.F. Headquarters
	13	Honolulu
	14	Wilmington
August	4	S.F. Headquarters
	10	Honolulu
	11	Wilmington
September	1	S.F. Headquarters
	7	Honolulu
	8	Wilmington
October	6	S.F. Headquarters
	12	Honolulu
	13	Wilmington
November	3	S.F. Headquarters
	9	Honolulu
	10	Wilmington
December	1	S.F. Headquarters
	7	Honolulu
	8	Wilmington

Notice to MFOW Money Purchase Pension Plan Participants

Remember to update or designate a beneficiary for your Money Purchase Pension Plan account. The office at MFOW Headquarters will send you a Designation of Beneficiary form upon request. Or you may download a form from the MFOW MPPP website at <https://www.ourbenefitoffice.com/Mfowmpp/Benefits/Home.aspx>

If you are married and wish to designate someone other than your legal spouse as beneficiary, you must obtain your spouse's written consent, witnessed by a Notary Public. If no designated beneficiary survives you or you fail to designate a beneficiary, the balance will be paid to your surviving spouse or, if none, to your surviving children in equal shares or, if none, to your parent or parent(s) in equal shares or, if none, to your estate.

Ship orders down 50 percent; owners unsure of which fuel to use

Shipowners facing deadlines to use less-polluting fuels have slashed the number of new vessels on order because they do not know which alternative technology to switch to. Ammonia, hydrogen, biofuels and electrification are some of the many contenders to power the world's future merchant fleet, but most are only in the trial stage and will not be scalable for at least a decade. With the life of a commercial ship averaging about 20 years, opting for a technology that does not take off could be costly.

But owners are running out of time to make the choice. In 2018, the International Maritime Organization (IMO) set a target to cut shipping's greenhouse-gas emissions in half by 2050 from 2008 levels. The deadline prompted some ship owners to hold off on new orders until it

became clearer which new fuels would be the best option — a decline that has turned into a slump with the subsequent global trade disputes and the pandemic. Orders fell almost 10 percent in 2019 and then more than 50 percent in 2020 to the lowest mark in at least two decades.

Shipowners who fail to switch to new, cleaner vessels could find themselves at a competitive disadvantage as more customers demand environmentally friendly transport. About 12.3 percent of vessels on order have alternative-fuel propulsion, compared with just 0.6 percent of the current global fleet. But the use of alternative fuels in shipping is still in its infancy, with many of the big ship owners pursuing other methods of powering their vessels.

The IMO target in 2018 called for a 40 percent reduction in the carbon intensity of international shipping by 2030 and a 70 percent drop by 2050 from 2008 levels. Carbon intensity compares the amount of emissions to a unit of economic output. Those goals may become even more ambitious when the United Nations agency reviews them in 2023. The IMO also introduced rules at the start of 2020 that banned marine fuel containing more than 0.5 percent sulfur for ships not fitted with pollution-reducing scrubbers.

The targets have contributed to the drop in new vessel orders. While several alternative fuel projects have begun, it is unclear which ones will be scalable. Liquefied natural gas (LNG) is a leading contender for a transition fuel on the way to full de-carbonization, just as it is in electricity generation. Using LNG would cut greenhouse gas emissions for shipping companies by almost 20 percent compared with fuel oil. Ammonia and hydrogen are currently the clean-fuel favorites. Electrification of ships is another possibility, although due to power-to-weight ratios, it will probably only be practical for vessels operating on shorter routes.

Benefits paid during December

Death Benefits	
None	
Burial Benefits	
None	
Excess Medical	\$5,851.01
Glasses and Examinations	\$590.00

HONOLULU NOTES

In December Honolulu dispatched a total of 63 jobs, which included five relief billets, 24 Standby Wipers and 26 Standby Electrician/Reefers. We changed over eight steady jobs — *Saipan* and *Gulf Express* Wipers, *Sisler* Oiler, *Saipan* Junior, *Lurline* Reefer, the *Lurline* and *Pfeiffer* Electrician, and lastly a Shoreside Maintenance Mechanic.

Presently the Honolulu registration list has 16 "A" seniority members, 7 "B" seniority members, and 6 "C" seniority members.

In December I represented the Marine Firemen's Union by attending the Honolulu Port Council meeting. I also attended a board meeting with the Honolulu Sailors' Home. I missed an opportunity to picket with the Nurses Union at Kapiolani Hospital. It seems that they are at a standstill with the company and are now proceeding with a strike vote.

Lately I've been connecting with a few pensioners. Bonny Coloma, P-2763, walked in and kind of scared me because he looked too skinny; but really, he just lost all of his excess weight thru daily walks, cutting out all sugars and daily 16-hour fasting. So Bonny is just

a lot healthier man— good job, Bonny. Susan and son Chris are all safe and covid free.

I also chatted with Jimmy Upchurch, P-2666; he and Aileen are staying home, staying safe, too.

Then today Ray Seden called the hall; he said he was just checking in seeing how his union and union brothers were doing. You know he is 90 years old and sounds younger than me on the phone. He told me he has to re-register for his driver's license this year. Ray first shipped with the Marine Firemen in 1956. He and Gladys are still happily married and enjoying retirement together. All of their kids, grandkids, and great grandkids are living in Georgia. I'm not sure really, but I think we all have to thank the Sedenos for voting democrat and winning the two senate seats in Georgia.

Last year was not too good, but this year is already looking better. New vaccine, new president, new senate.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of December, Seattle shipped three ERJs, one return REJ, one APW, two Standby Electricians, four Standby Reefers and eight Standby Wipers.

Seattle currently has seven A-, seven B-, and three C-seniority members registered for shipping. This port can ex-

pect lots of standby work from retuning yarded Matson ships. It seems the modern shipyard gives them back in worse shape than they get them, and it takes about a year to shape them back up to our standards.

Fraternally,
Brendan Bohannon, Representative

POLITICAL ACTION FUND

Voluntary donations for December 2020:

Robert Baca, #3776.....	\$400.00
Michael Schwab.....	\$20.00
Donald Jung, P-2086.....	\$10.00
Anthony Poplawski, #3596.....	\$200.00
Theo Price-Moku, JM-5299.....	\$100.00
Arthur Galbreath, #3841.....	\$50.00
Anthony DeLa Rosa, P-2753.....	\$50.00
Edgardo Guzman, #3905.....	\$100.00
Judith Moore in memory of Jerry Kimball, P-2543.....	\$1,000.00
Harrison Quinanola, JM-5265.....	\$30.00
Joe Rubio, P-2757.....	\$100.00
Dale Cunningham, #3597.....	\$100.00

FINISHED WITH ENGINES



James A. Saunders, #2562/P-1857. Born September 17, 1932, Zillah, WA. Joined MFOW August 6, 1953. Pensioned March 1, 1978. Died December 9, 2020.

Paul E. Klingensmith, #2001/P-2269. Born March 14, 1927, Westminster, CO. Joined MFOW July 23, 1945. Pensioned August 1, 1985. Died December 5, 2020.

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

HOWZ SHIPPING?

December 2020

San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	2
Oiler.....	5
Wiper.....	5
Standby Electrician/Reefer.....	22
Standby Wiper.....	15
TOTAL.....	54

Wilmington

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	6
Junior Engineer (Watch).....	3
Junior Engineer (Day).....	5
Wiper.....	3
Shore Mechanic.....	16
Standby Electrician/Reefer.....	24
Standby Wiper.....	46
TOTAL.....	106

Seattle

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Wiper.....	1
Standby Electrician/Reefer.....	6
Standby Wiper.....	8
TOTAL.....	19

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	3
Oiler.....	1
Wiper.....	3
Shore Mechanic.....	2
Standby Electrician/Reefer.....	26
Standby Wiper.....	24
TOTAL.....	63

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
David Madrid	3501	Basic LT	26.79	12/1/2020